Soap Makers and Perfumers.

20, 3,241,697,768 pounds, of the foreign value of \$62,-GERMANY'S NEW POLICY.

ATTEMPTS AT COLONIZATION IN SOUTH

AMERICA. EFFORTS OF THE GOVERNMENT TO DIVERT THE

TIDE OF EMIGRATION FROM THE UNITED STATES-THE MOTIVES STATED

IN PARLIAMENT. [BY TELEGRAPH TO THE TRIBUNE.] Washington, July 15 .- The German emigration to the United States in the last twenty years amounted in round numbers to over 1,750,000 people. It is not surprising, therefore, that the German Government has for some time past put forth strenuous efforts to turn this tide of emigration, so far as essible, in the direction of the German colonies in Africa, and, failing in this, to divert it toward countries where the identity of the emigrants as Germans would not be so completely lost as it is in the United States after one or two generations. A recent article in The Tribune showed how ludicrously ineffective have been the attempts of the Government to people its African territories with German emigrants. The efforts, on the other hand, at directing emigration toward countries other than the United States have met with some degree of success; not very great, it is true, for this country still continues to be the goal to which the great majority of German emigrants turn, but sufficiently great to arrest attention and be worth a

In May last the Imperial Parliament passed a new emigration law, the object of which was to turn emigration from the Fatherland into certain channels where it could be in a measure controlled and be made in some degree useful to the parent country. The motives were frankly stated by those who urged the passage of the bill in Parliament; they were to keep German emigration away from the United States and to divert it toward certain parts of South America. It was primarily intended, of course, to apply to farmers and agricultural laborers, for whom the conditions are said to be particularly favorable in the southern parts of Brazil-Rio Grande do Sul, Santa Catharina and

The statistical basis upon which the bill rests shows the following figures relative to German emigration from 1871 to 1293:

Tungration to United States British America Brazil Other parts of America Africa Asia Australia	1871-78.	1879-87.	1888-1
	439,292	1,160.310	680,7
	1,035	3,566	12,7
	17,481	14,883	16,9
	4,287	0,589	11,1
	1,228	2,488	5,5
	214	642	1,-1
	9,496	6,866	3,1
	470.000	1 100 004	700

This goes to show that out of 2,403,750 Germans who left their native soil from 1871 to 1896, about 96 per cent selected the United States for their permanent abode. Not until the year 1892 did German emigration to the United States, which last year only numbered about 28,000 persons, decline per-

In introducing the new bill the Government's representatives said: "North America is not fitted for rational German emigration, for there the peculfarities, language and customs of the Germans-in other words, 'Germanism'-are lost by way of assimilation. There the relations of the emigrant with the mother country are dissolved; there he promotes competition with agriculture and industry of his own native country. Not so in South Amer-ica, particularly in South Brazil. There German

ica, particularly in South Brazii. There German nationality is preserved; there the conditions for a prosperous existence of German settlers from climatic, agricultural and other points of view are given; there the emigrant becomes a consumer of German products of industry, and in this way an intermediary of commercial and political relations between his new home and his mother country."

The passage of the new law involved the revocation of what was known as Hegdt's rescript of November 3, 1859, which forbade shippers admitted in Prussia to carry emigrants to the Brazis. Now that this law is no longer in force, so far, at least, as the southern provinces of Brazil are concerned, an increase of German emigration to that country is confidently expected. Of the other South American States, the Argentine Republic commands foremost attention for German emigration. That republic possesses greater attraction, it is said, than formerly, the result of an improved condition of her finances.

republic possesses greater attraction, it is said, than formerly, the result of an improved condition of her finances.

The policy of the German Government, as shown in the bill, is supported by the efforts of the Hamburg Society for Colonizing Southern Brazil. This association, which has conducted the settling of Germans in the State of Santa Catharina since the beginning of the fifth decade of this century, has acquired there a territory of about 1,605,150 acres for the purpose of colonization. It has, further, obtained the concession for the construction of a railroad from the coast at San Francisco Bay to colonists at 20 marks (34.76) per hectare (2.47) acres). Manioca, tea and corn are said to be the staple products of the country, which faccording to the Government's report) is also fit for the cultivation of oranges and lemons. That this society does not believe in a new German exodus to its territory, such as that to the United States, can be gathered from the statement that it counts upon reaching the number of six thousand settlers at the end of eleven years.

eleven years.

Most of the other European nations have a much larger number of emigrants, in proportion to their population, than Germany. The general supposition that the Germans are among the most migratory of all nations has scarcely any foundation nowadays, as is demonstrated by the following figures, taken from official statistics:

EUROPEAN EMIGRAT		02	10.24.00.00.00.00.00.00
21 10 10	1881-1885.		1891-1895.
Countries.		485, 200	402.600
Germany			272,500
Austria-Hungany	175.690	268,500	
Switzerland		34,200	24,400
		671.800	751,200
Italy		93,800	27.000
France		1.206.300	978,600
Great Britain	1,202,300	34,400	17,000
Netherlands	25,000		
Belgium		25,100	14.190
Denmark		43,000	37.700
	4.40 -0.00	179,900	139,500
Sweden		81,000	81,100
Norway	105,800		
Spain		255,300	177,000
Ebam	42 000	102.000	137 500

AN INTERSTATE COMMERCE DECISION. Washington, July 15.-The Interstate Commerce Commission to-day, in an opinion by Commissioner Clements, announced its decision in the case of Suffern, Hunt & Co. against the Indiana, Decatur and Western Railway Company. In the above case circulars issued by the railway company prescribed maximum and minimum carload weights for grain, depending upon the capacity of the car furnished by the railway company to the shipper; the rules so prescribed were not shown on the carrier's postso prescribed were not shown on the carrier's post-ed schedules of rates and charges, and application of the rules to three carload shipments of corn car-ried for complainant resulted in materially increas-ing the charges above those in force under the carrier's published rate schedules. It was held that the complainant only had to consult the schedule showing defendant's rates and charges, and that complainant is entitled to recover charges collected on its shipment in excess of those set forth in such schedule. Rules charging or affecting rates must be shown on rate schedules, and if issued indepen-dently of such schedules they are not lawfully in force.

TO STUDY CROPS AND CLIMATE HERE. Washington, July 15 .- Professor Zella, a wellknown scientist, representing the French Government, has arrived here to make a study of the crops and climate of this country. His investigation probably will occupy several weeks, and the results will be embodied in a detailed report to his Government with a view to taking advantage of improved methods in vogue here as to agricultural work and kindred subjects. He has shown especial interest in the weekly crop bulletins issued here, as the French Government has no such systematic service for gathering agricultural statistics direct from the farmers.

Washington, July 15 .- Reports to Chief Conressels now building show that the torpedo-boat Rodgers, under construction at the Columbian Iron Works, in Baltimore, will be ready for trial about the first of next month, being advanced towand completion 90 per cent on July 1. She is a sister boat to the Foote, and, like her, must make to the Foote, and, like her, must make twenty-four and a half knots an hour. Of the big battle-ships, the Kearsarge and the Kentucky, building at Newport News, are almost one-third completed. The Illinois, which was contracted for later by the same builders, is it per cent advanced. The Alabama, in Cramps' yards, is as far advanced as the Illinois, while the Wisconsin, at the Union Iron Works, is a little more than half-com-

Flood's Often change the whole aspect of life by their prompt, healthful action upon the stomach, kidneys, and howels. They actually make life worth living. 25c.

## MACCORD CLAIM EXPLAINED

Colgate & Co., A STATEMENT FROM THE PERUVIAN

COMPLICATIONS IN WHICH RAILROADS AND REVO-LUTIONS FIGURED - HOW THE FINAL

SETTLEMENT WAS MADE.

Washington, July 15.—Schor Eguiguren, the new Peruvian Minister, makes the following authoritative statement regarding his Government's refusal to pay the MacCord claim:

"The MacCord claim was commenced in the year 1883 for occurrences which had taken place in the menth of June of 1885. It is therefore quite natural that after so long a lapse of time the manner in which this claim originated should have been forgotten, and it is on this account, doubtless, that the newspapers which have from time to time. the newspapers which have from time to time occupied themselves with the question have written erroneously upon it. In 1885 General Yglesias was President of Peru. A revolution, headed by General Caceres, was begun against him. The city of Arequipa, where the central station of the rail-roads of the south of Peru is located, was in pos-session of the revolutionists, and Mr. MacCord was the superintendent of these railroads. General Yglesias ordered his troops to charge on Arequipa, but they could not make this move from the port of Mollendo, by reason of the fact that Colonel San Roman, Prefect of Arequipa, had ordered MacCord to retire his locomotives from that port. But on a certain day one of the locomotives found its way to Arequipa, and the troops of General Yglesias were in this manner enabled to advance. There was a combat and bloodshed. The Prefect, San Roman, imposed for this occurrence a fine on the ratiroad company of 10,000 soles (\$5,000), and held the superintendent until this amount was paid. On payment being made, Mr. MacCord continued to reside in tranquillity at Arequipa without instituting a claim of any kind, notwithstanding the fact that in December of 18% the revolution had ter-minated, and the government of Petu was assumed by a junta, and that in May, 1886, General Caceres had been elected Constitutional President. In 1885 the Government of Peru undertook to administrate upon its own account the railroads of the south, which were wrongfully held by the company which employed MacCord.

CLAIM MADE AFTER THREE YEARS.

"This deprived him of his position as superinten-dent, and it is significant that it was only then that he (MacCord) saw fit to remember the occurrences of 1885, and determined to make a claim for 10,000 soles (\$5,000), which represented the amount of the fine imposed. This claim was duly placed before the Government of Peru by Mr. Buck on August 6, 1888. On October 24 of the same year Mr Buck presented a second claim, based on the fact that the Government of Peru, in undertaking the administration of the railroads of the south had in so doing ignored the United States Consulate. This Consulate was represented by Mr. MacCord, who had the archives in the same building which served as the railroad station. I must now say that Mr. MacCord was not acting in the capacity of Consul in 1885. These two claims were simul-taneously discussed in Lima between Mr. Buck and the Minister of Foreign Relations, Alzamora, and at Washington between Mr. Zegarra and Mr. Bayard, Secretary of State, and as it was proved indisputably on that occasion that the 10,000 soles had not been paid by Mr. MacCord individually, but by the railroad company, the first claim was modified by the assertion that it was not a refunding of the fine itself imposed, which was sought, but an indemnization for the manner which had been employed in effecting it. The Government of Peru argued that the nation could not be held culpable accountable for the action of the revolutionists, and in contra to this argument it was asserted that General Caceres, on being elected President, had approved of the fine imposed. But this approval does not strengthen the claim in any wise. It is considered not on account of imposition of the fine, but by reason, as elsewhere stated, of the procedure of its collection.

HOW THE MATTER WAS SETTLED.

"The Government of Peru did not approve and could not possibly approve acts of which it had no knowledge, since the Prefect, San Roman, had not sent any notification of them, nor had Mr. Mac-Cord formulated any complaint. The debate in re-

Cord formulated any complaint. The debate in regard to the claims was being pushed in Lima and in Washington until Mr. Buck and Señor Alzamora came finally to an understanding which completely satisfied the United States Government for what had been termed a violation of the American Consulate. This arrangement was finally concluded with the respective exchange of diplomatic correspondence on January 16, 1889.

"Regarding the other claim, termed 'for personal injury,' it appears that neither Mr. Buck nor Mr. Bayard considered it of any importance whatever, and abandoned it, and it seems strange, indeed, that, both claims being so intimately connected, the one initiated on October 24 should be concluded, and the other, entered seventy-eight days before, should be left pending. Nearly three years elapsed without the already concluded MacCord affair being touched, and it was only reopened in December, 1891. During this lapse of three years Peru arranged her foreign debts, delivering the railroads to 1891. During this lapse of three years Peru arranged her foreign debts, delivering the raliroads to the bondholders of these debts, who compromised themselves to pay all the Sutstanding debts connected with the raliroads, with the understanding that the settlement of the Southern Raliroad's debts included the 10.00 soles of the 1885 fine. Therefore this amount, which originated the claim, has been restored, not to Mr. MacCord, but to the company which paid it. The bondholders transferred their rights to the Peruvian corporation, which again appointed Mr. MacCord superintendent of the Southern Raliroad, and he is at present quietly discharging his duties without molestation of any kind or from anybody.

"Such is the truth concerning the MacCord affair, and it remains for me only to say that the United States Government has never demanded a specified sum of money for Mr. MacCord, and that on the other hand the Peruvian Government has never made any offers, simply declaring that it is not under any obligation to Mr. MacCord."

AS TO SOME OKLAHOMA YARNS.

STORIES OF AN INDIAN EMIGRATION TO MEXICO

Washington, July 15 (Special).-The enactment by the Oklahoma Legislature of an anti-polygamy law appears to have caused considerable excitement and dissatisfaction among the Indian tribes of that Territory, whose members from time immemorial have indulged in the practice of polygamy. The Indians fear that the law is designed to interfere with one of their ancient and cherished "institu-tions," and that unless each one who possesses more than one wife shall put away the rest he will have to suffer the penalties of the act. A few days ago several Oklahoma dispatches were pub-lished, the purport of which was that several thousand Indians of various tribes were holding a "secret council" near Fort Reno, and discussing with general approval a proposition to emigrate to Mexico. Two other items of information were also given-one to the effect that "the tribes have nearly one hundred representatives now in Mexico negotiating for a home for the redskins," and the other saying that some thirty years ago a large number of Kickapoos and Blanket Pottawatomies made a pilgrimage to Mexico and remained there ten years, "and until they were forced back to the

United States" by the Army.

No information respecting a "secret council" of 3,000 or any other number of Indians to discuss a scheme to emigrate to Mexico has reached the authorities in Washington, and they dismiss the story as absurd, as well as the assertion about the hundred tribal representatives "now in Mexico negotiating for a home for the redskins, the story about the "pilgrimages" it has this founthe Comanches in Texas were on the warpath and a force of Rangers was sent to kill or disperse them. Buffalo were then plentiful, and a band of Kirkapoos and Pottawatomies on a hunt followed their game into Western Texas, where they encountered a party of Rangers on the lookout for
Comanches. The Rangers conveniently mistook
the peaceable buffalo hunters for their Indian
enemies, and after killing a few chased the remainder across the Rio Grande into Mexico. The
"pligrimage" was an exceedingly lively as well as
a wholly involuntary one.
The "pligrims" remained in Mexico several years,
and until the Mexican Government, tiring of their
presence, demanded that the United States should
again receive them, which was done, and, as their
lands in Kansas had in the mean time been settled
by white farmers, a place was set apart by Ex-

lands in Kansas had in the mean time been settled by white farmers, a place was set apart by Excutive order for the wanderers in a part of the Indian country which now constitutes the Territory of Oklahoma.

Acting Commissioner Smith, of the Indian Bureau, said to-day that no information had been received at that office as to whether or not the antipolygamy law of Oklahoma was held to be applicable to Indians who maintained their tribal relations in that Territory, but he expressed the belief that it would not be held to affect indians who had entered into polygamous relations prior to its enactment. In no event, however, he thought, would the enforcement of the law result in a general emigration of Indians to Mexico, or in an Indian outbreak in Oklahoma. In fact, he was strongly inclined to make light of the Oklahoma tips.

NEW COUNTERFEIT SILVER CERTIFICATE. Washington, July 15.-Chief Hazen of the Secret counterfeit ten-dollar silver certificate. It is of the series of 1891, check letter D, with the small car-mine seal, the portrait of Hendricks, and the names

## \*\*\*\*\* \* A Telephone \* Message

satisfactory method of commu-nication between two points. In New York the telephone message is the unit of value on which the rates for telephone service are based. For \$90 a year the subscriber has full metallic circuit service, available day and night, and is entitled to send 600 local messages. Messages he re-ceives cost him nothing. Additional outward messages cost trom \$8 per 100 downward. NEW YORK TELEPHONE COMPANY 16 Dey St. 952 B'way (25d St.). 115 W. 68th St.

Treasurer, respectively. The counterfeit is described as apparently a woodcut production poorly executed, the seal being light pink, instead of carmine, the numbering irregular, and the printing and engraving bad.

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A WRANGLE IN THE SENATE.

MESSRS. STEWART AND WHITE QUAR-REL OVER THE SAN PEDRO

DEEP-WATER HARBOR. Washington, July 15.—Pacific Railway affairs oc-cupled the attention of the Senate to-day, and the Harris resolution relating to the pending judicial proceedings against the Union Pacific road finally went over until to-morrow. Early in the day Senators Stewart and White indulged in sharp personalities in connection with the contest over the San Pedro (Cal.) deep-water harbor.

Soon after the Senate opened Mr. Stewart called attention to the absence of a quorum. There was a rollcall, and after fifteen minutes' delay a bare quorum was secured. Mr. Stewart then moved a reconsideration of the action of the Senate in passing the resolution directing the Secretary of War to proceed in the construction of a breakwater at San Pedro, Cal. He argued that the original law provided for a deep-water harbor to cost about 3,000,000, while the inquiries of the Secretary of War disclosed that the breakwater would cost this sum and the entire harbor would cost about \$5,-300,000.

Mr. White answered that Government engineers had reported that the breakwater would give a harbor of commerce, and in addition to this there was an inner harbor available. It was rather surprising. Mr. White added, that the Senator from Nerada, who presumably represented the people of his State and not of California, should interfere in

This stirred up a hot personal contest. With evident agitation Mr. Stewart declared that he resented the intimations made. He had a right as a Senator to adopt such course as he desired, and he had no personal interests to serve, such as those who represented terminal railroads. He did not to drag in such questions.

Mr. White replied that as far as terminal railroads were concerned he did not represent any of them. He represented California, and on this question he had the concurrence of his colleague from California, the California delegation in Congress and the people of the State, and they felt that they could attend to the interests of the State without the assistance of the Senator from Nevada. "It is rather singular," proceeded Mr. White, "that when we have a matter affecting the Southern Pacific Railroad the Senator from Nevada steps in and attempts to do the duty of a Senator from California. Inferences can be deducted, and only one inference can be deducted-that the Senator does not represent any constituency whatever in this matter. The people of Nevada have no interest in it."

Mr. Stewart had remained on his feet, and in indignant tones answered: "I repel this charge, this criticism. I am here as a Senator of Nevada. I do not allow private interests to affect my vote or my action. I can do right notwithstanding the Southern Pacific or anybody who is connected with it. I do not oppose everything that comes up that may benefit the Southern Pacific or the Northern Pacific or the people at large. I do not hold up any man or corporation I hate as a red flag against legislation." He called on Mr. White to show anything in his course in the Senate to warrant such criticisms. Then it would be time to make charges, but until then he would proceed as he deemed right without regard to sneers from any one. The motion to reconsider was then disagreed to

on a viva voce vote. Mr. Thurston, chairman of the Committee on In

Mr. Thurston, chairman of the Committee on International Expositions, secured the passage of the joint resolution accepting the invitation of the French Republic to take part in an International Exposition in Paris in 1909.

On motion of Mr. Carter the Senate at 1 p. m. went into executive session. The doors were opened again at 1:15 p. m. and the Harris resolution, requiring the Fresident to suspend proceedings to carry into effect the alleged agreement to sell the interest of the United States in the Union Pacific Railroad and in the sinking fund, was considered. Mr. Harris spoke in support of the resolution.

The resolution was laid aside temporarily, and Mr. Tilman recured the passage of the bill in relation to the interstate transportation of distilled spirits, and declaring such spirits to be subject to State laws to the same extent as spirits distilled in the State.

Mr. Allen, of Nebraska, spoke in support of the

the State.

Mr. Allen, of Nebraska, spoke in support of the
Harris resolution. He frequently became involved
in controversies with Mr. Gear. In the course of his
remarks he urged Government ownership and operation of the Union Pacific road, declaring that it
would reduce passenger and freight rates from 50 to

Mr. Gear insisted that Government ownership would increase passenger and freight rates 45 per cent. He asserted that the managers of the Populist party had suppressed a report on Government ownership of railroads after finding from statistics that it increased rates.

Mr. Butler, as chairman of the Populist National Committee, promptly denied the statement.

Mr. Tillman came in at one point with the statement that one-fifth of the railroads of the country were in the hands of the courts, which was analogous to Government ownership. Why should not the President and Executive authorities run a railway as well as an irresponsible judge?

When Mr. Tillman referred to his observation, while Governor, of the irregularities in judicial railroad management, Mr. Gear suggested: "That only shows the lack of morals in South Carolina."

"No, it shows the lack of morals in the judiciary of the United States in controlling railroads," answered Mr. Tillman.

Mr. Allen had not finished his speech on the Harris resolution when, at 5 o'clock, the Senate adjourned.

POSTAL RECEIPTS INCREASING. Washington, July 15.-The comparative figures of postal receipts at the thirty largest postoffices in the country, promulgated to-day, show a net in-crease of \$17,346 for the three months ended June 30 over the corresponding quarter of last year. The gross proceeds for the quarter amount to \$8,194,968. Ten offices, however, show decreases aggregating Second Chicago de Chic

NO BUSINESS DONE IN THE HOUSE. Washington, July 15 .- No business was transacted by the House to-day. Immediately after the journal was approved a recess was taken, on Mr. Cannon's motion, until to-morrow, Mr. Cannon having given assurance to Mr. Bailey that in his opinion a pertial or complete conference report on the De-nciency bill would be ready by that time.

NAVAL ORDERS.

Washington, July 15 .- Commander J. J. Hunker has been ordered to command the Annapolis. Commander W. Swift has been ordered from Washington to the New-York Navy Yard as ordnance offi-cer. The order substituting Lieutenant-Commander F. M. Wise for A. McCracken, in command of the Standish, has been revoked.

NEW FOURTH-CLASS POSTMASTERS. Washington, July 15 .- The number of fourth-class postmasters appointed to-day was one hundred The changes include:

Connecticut-Durham, W. R. Atwell, vice-F. L. Wellman, removed. New-York-De Lancey, H. W. Holmes, vice Ray

Howland, removed; North Hartland, J. R. Whit-comb, vice Johanna Hennigan, removed; Stone Mills, John Irwin, vice M. F. Baxter, resigned; Wright's Corners, A. P. Lake, vice Ann Briggs,

BANK'S MONEY LOST IN TRANSIT. Dover, N. H., July 15.-It was learned to-day that \$4,557 in currency and checks, sent by National Bank, of this city, to the National Bank of Redemption, Boston, through the Abbot Lawof Redemption, Boston, through the About Law-rence Express Company, has not been received by the Boston bank. The express company will make good the shortage, and every effort is being made to find the package of money, the disappearance of which is at present a profound mystery.

## RAKING FIRE FOR SHEEHAN.

Continued from First Page.

A .- I do, and as Democrats they are entitled to a voice in the convention.

Q.-How can they obtain recognition in the convention. A .- By electing delegates when the regular Democratic election for delegates is held in the respective districts.

Q.-But when these elections are held, isn't it a fact that the ticket is printed in advance, having the names of such men as the district leader wishes, and outsiders have no chance? Therefore, what show have independents? A .-As much show as any other Democrat if they will avail themselves of their rights.

Q.—Believing that we poll at least 80,000 of the 135,000 Democratic votes cast at the last election, what numerical representation are we entitled to out of the three delegates from each district? I think we ought to have at least one

out of the three.

Mr. Campbell here put in: "We are entitled to more than one out of three delegates; we want equal representation." Mr. Sheehan said in answer.
"Instead of three delegates from each Assem-

"Instead of three delegates from each Assembly district, I introduced a resolution at the last meeting of the Executive Committee of Tammany to make it ten delegates and ten alternates from every Assembly district, so as to make the convention more democratic, and give all Democrats an opportunity to be represented in the convention."

"If that resolution is adopted," came the an-

sented in the convention."

"If that resolution is adopted," came the answer, "at the conference of the different borough representatives, we want five of the ten in Manhattan Borough."

"I assure you that you will be treated fairly," replied Sheehan, "for I recognize the strength of your organization, and that it is doing good work for Democracy."

MORE ABOUT PLATFORMS AND ISSUES.

Having got the promise that the silver men should have at least half of the Tammany convention and would be enabled to control it, the labor men wanted to know more about the plat-

labor men wanted to know more about the platform and issues.

"The sentiment we represent," said Durlacher, "Is opposed to your issues—'dollar gas,' 'State of Manhattan,' etc. What we want is the gas plant itself, owned and operated by the city. Nelther do we care for three-cent fares. What we do want is city ownership and control of all natural monopolies and no granting of franchises to any corporations, and nothing will better answer that purpose than Section 3 of our platform regarding municipal ownership and operation of franchises. And we should like to have your Committee on Platform insert that plank as it is in our constitution. Is it possible to have it and make that the isaue?"

"I am perfectly satisfied to have that plank go in the platform," was the answer. "It is agreeable to my views, and if the people want it it is their right to have it."

"Am I at liberty to state to the Progressive League all that you have told and

their right to have it."

"Am I at liberty to state to the Progressive Democratic League all that you have told and promised." asked Durlacher.

"Yes, take it to your people as coming from me officially, and that we will do the right thing for the Democracy with your assistance."

The labor men went ahead with more searching questions, and got some pleasant answers.

"Why," they asked, "and at whose orders did the Tammany Aldermen in a body yote against paying the city king suit against the Sixth and

having the city bring suit against the Sixth and Eighth Avenue railroads to annul their fran-chises? Was it not because you so ordered them at the request of Whitney, Crimmins and others representing the Metropolitan Traction Com-

pany?"
Mr. Sheehan gave away as little as possible. He said: "No, not at all. It was done upon the advice of the Corporation Counsel, who informed them, as suit had been brought against them for the same purpose by a private individual, it would be useless for the city to bring another suit until that one had been decided. That, and that only, was the reason they voted as they did, and not because of any orders from me or any one else."

Mr. Durlacher expressed his satisfaction, but

one else."

Mr. Durlacher expressed his satisfaction, but he wanted a peep behind the Tammany screen. The conversation continued as follows:

The conversation continued as follows:

Q.—It is stated in some of the morning papers that Mr. Croker will return in September, and on his arrival will assume the management of the fall campaign. Will not that interfere with your plans, it being a well-known fact that Mr. Croker is favorable to the Whitney interests, and those interests are antagonistic to the people's welware, as we understand it?

A.—Mr. Croker, as I understand it, has no desire, nor has he expressed any, to assume control of the organization for the fall elections, and I don't think he has any intention of doing so.

Q.—Is it not a fact, however, that his influence with the district leaders will have a considerable bearing on shaping the policy of the organization this fall, and won't this take the reins out of your hands? If it will, we are ready to give you our support. -Is it not a fact, however, that his influence

CROKER HAS ONLY THREE FRIENDS. A -Retween Mr. Croker and myself none but the friendliest feeling exist; and furthermore, he will not influence the majority of the leaders. There are only thre men in the Executive Committee who can be said to be absolute Croker

Q.—How many votes will we need this fall to win, basing our calculation win, basing our calculation on the vote cast at the last election? A.—We will need every Democratic vote, including those not cast for our candidate last

fall, and we must get together to be successful. The step of the silverite leaders in making the text of this interview public has created a widespread sensation, both in Wigwam and silver circles. Mr. Sheehan's story, with his version, is looked for with interest.

NOMINATIONS BY THE PRESIDENT.

A LARGE NUMBER OF MINOR APPOINTMENTS-CONTESTED CASES LAID OVER.

Washington, July 15 .- The President sent the lowing nominations to the Senate to-day: J. Hart Brewer, of New-Jersey, to be assistant appraiser of merchandise in the District of New-

of Montana, and William V. Tompkins, of Arkan sas, to be commissioners to examine and classify lands within the land grant and indemnity land grant limits of the Northern Pacific Railroad Company in the Missoula land district in Montana Joseph C. Auld and James A. Johnson, of Montana, and Watson Boyle, of the District of Columbia, to be commissioners to examine and classify lands within the land grant and indemnity land grant limits of the Northern Pacific Railroad Company in the Bozeman land district in Montana, Cyrus Leland, fr., to be pension agent at Topeka

Isaac E. Lambert to be attorney of the United States for the District of Kansas.

Lieutenant-Colonel Daniel W. Benham, 7th Infantry, to be colonel; Major G. S. Carpenter, 4th Infantry, to be lieutenant-colonel; Captain S

Infantry, to be lieutenant-colonel; Captain S. Baker, 6th Infantry, to be major; First Lieutenant L. W. V. Kennon, 6th Infantry, to be captain; Second Lieutenant H. J. Hunt, 16th Infantry, to be first lieutenant.

Commander Nehemiah M. Dyer to be captain; Lieutenant-Commander Edward P. Wood to be commander; Frank T. Chambers, of Kentucky, and Charles W. Parks, of New-York, to be civil engineers in the Navy; Joseph C. Thompson, of New-York, to be an assistant surgeon in the Navy.

Postmasters—Chester A. Burt at Helmetta, N. J.; George G. Brown, Fairport, N. Y.; George E. Washburn, Wyncote, Penn.; Israel D. Hargett, Rocky Mount, N. C.; John C. Hunter, Union, S. C. The effort of the Senate to dispose of some of the nominations on the executive calendar which it was agreed yesterday should be made to-day proved futile. The Senate went into executive session early in the day for this purpose, but Senator Harris, who is anxious to secure consideration of his Pacific Railroad resolution, refused to yield for the executive calendar. The contested cases therefore were all postponed, and on motion of Mr. Harris the Senate resumed legislative business.

MISS LAMONT'S UNCLE SEES DURRANT.

THE PRISONER PROTESTS HIS INNOCENCE AND SAYS HE WOULD LIKE TO ATTEND THE CHRISTIAN ENDEAVOR CONVENTION. San Francisco, July 15.-The Rev. Hugh Lamont,

uncle of Blanche Lamont, for whose murder Theo-dore Durrant has been sentenced to death, has visited Durrant at the San Quentin Prison. Speaking of his visit Mr. Lamont said: "Judging from the evidence, I believe Durrant guilty, but his the evidence, I believe Durrant guilty, but his demensor is that of an innocent man. I had no intention of making public what occurred between us, but in justice to that unhappy boy I have changed my mind. I visited Durrant at San Quentin and conversed with him in Captain Edgar's office. We greeted each other and Durrant held out his hand to me. Saying: 'I suppose, Mr. Lamont, you are attending the Christian Endeavor meeting. I greatly regret my inability to avail myself of the same privilege.'

During the conversation Mr. Lamont said: "I believe in your guilt, but if you are an innocent man the evidence will be scon forthcoming." Durrant replied that he was innocent, and that he hoped his innocence would be proved before his death, but if not, afterward.

## AN OPEN LETTER

TO MOTHERS. WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USA

OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK. I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the origi-

nator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of This is the original "PITCHER'S CASTORIA," which has been used in the

homes of the mothers of America for over 30 years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of Chart Hiltching on the WRAPPER. No

one has authority from me to use my name except The Centaur Company, DO NOT BE DECEIVED. of which Chas. H. Fletcher is President. March 8, 1897.

Do not endanger the life of your child by accepting a cheap substitute

which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which EVEN HE does not know. THE KIND YOU HAVE ALWAYS BOUGHT Bears the Fac-simile Signature of

hat Helitaker.

THE KIND THAT NEVER FAILED YOU. THE CENTAUR COMPANY, No. 77 Murray St., New York City

Insist on having

SAVED AS THEIR BOAT SUNK. A SLOOP'S CREW RESCUED BY PILOTS AS

SHE GOES DOWN BENEATH THEM. Storm-tossed and leaking, the thirty-seven-foot coasting sloop Fawn arrived off the Sandy Hook lightship on Tuesday evening from Cleremont, Va., and went to the bottom there after her captain and crew of two had been taken off by pilot-boat No. 4. It was a narrow escape for the men, for only about half an hour after the Fawn had been sighted in the darkness and the storm by the pilotboat the sloop sank. There was a heavy sea running at the time, and the saving of the crew proved a difficult and hazardous undertaking.

The Fawn left Cleremont on Monday and ran into rough weather on Tuesday off the Jersey coast. She was heavily loaded and strained her seams while poking her nose into the seas, which toward nightfall began to wash over her continuously. She made the Sandy Hook lightship at 8 o'clock in the evening, and shortly afterward Captain R. Line saw that his boat could not live long enough to make the harbor. He burned signals of

tain R. Line saw that his boat could not live long tain R. Line saw that his boat could not live long tenough to make the harbor. He burned signals of distress, which were seen by No. 4, and the pilots bore down to him none too soon. When within hading distance Captain Line called out that the Fawn was unmanageable and leaking badly. Two men from the pilot-boat put off to him with a line and he was taken in tow. The pilot-boat had proceeded only a short distance when the hawser parted in the heavy sea, and Captain Line called out that his boat was sinking rapidly. Another yawl was sent off to him, but before it got alongside the Fawn went down.

The captain and two seamen, Donald Cameron and Albert Hil, a colored boy, jumped from the sloop before she sank and swam for the approaching light of the yawl. While they were being pulled aboard with great difficulty in the darkness and heavy sea the yawl's lantern was kicked over. Those on the pilot-boat, when they saw the light disappear, thought that the yawl had been swamped. The pilot-boat ran down as near as possible to the place where the light had last been seen, but it was some time before the exact place could be found by the calls of the men. Another yawl was then sent off, as it was thought, to rescue those who were still affoat. The first yawl was found all right with the crew of the Fawn on board. These were quickly transferred to the pilot-boat, where they spent the night. They were brought to the city yesterday, where they told the story of their narrow escape.

A BODY FOUND IN THE SOUND.

OF THE CHAPIN HOME FOR THE AGED. William Cummings, an oysterman, found the body of a man in the Sound off Fort Schuyler at

6 o'clock last night. A letter on the body gives the police the impression that the man was J. C. Durant, of the Chapin Home for the Aged, at No. 155 East Sixty-sixth-st. The oysterman towed the body ashore, and then informed the police of the West Chester station. In one of the pockets was a clipping from a New-Haven paper telling of the sudden death in that city of Mrs. J. C. Durant, of

sudden death in that city of Mrs. J. C. Durant, of New-York. The body had evidently been in the water for more than a month. There was no coat on the corpse.

There were also found in the pockets \$34.21 in cash, a gold watch of expensive make, an old sliver coin about the size of a dollar, and dated "Ludwig, 1755"; two gold cuffouttons marked "D," a diamond stud worth about \$150, two penknives, one silver fruit knife, two gold collarbuttons and a second household keys.

silver fruit knife, two gold collarbuttons and a small bunch of keys.

The police think that the body is that of Mr. Durant, who was on his way back to this city after the funeral of his wife, and that he was a passenger on one of the New-Haven boats. They believe he was despondent over the death of his wife and committed suicide. They think there is also a possibility that he fell over, but the absence of the coat, they argue, rather indicates suicide. Another theory is that he may have had a quarrel on the boat and taken off his coat to defend himself, but in the scrimmage he was thrown overboard.

board.

At No. 155 East Sixty-sixth-st., the Chapin Home for the Aged, little could be learned about Mr. Durant. The matron of the Home was not in, and the woman in charge declined to give out any information about Mr. Durant. She admitted that such a man had lived in the Home, but she said he had not been in yesterday. When she had seen him last she declined to say.

ARMOUR ANXIOUS TO APPEAL.

FURTHER PROCEEDINGS IN THE OLEOMARGARINE CASE FOR \$1,000,000 PENALTIES.

Little Falls, N. Y., July 15.—James Sheldon, of Tracy, Boardman & Platt, of New-York, appeared before Justice Harden in this city to-day and secured an order in the case of the People against Philip D. Armour. He represented the defendant, who is anxious to carry the case to the Court of Appeals, it having been decided against him in the Appellate Division. The action is to recover penalities amounting to \$1,000,000, alleged to have been incurred under the Oleomargarine law.

BEN WREDE'S FATE.

AFTER CUTTING HIS FOOT WITH AN AXE, HE EITHER BLED TO DEATH OR DIED FROM EXHAUSTION.

Vancouver, B. C., July 15.—At last the fate of Ben Wrede is known. The news just received confirms the opinion held by many that he perished in the wild and desolate mica country, for which district wild and desolate mica country, for which district he started on a prospecting trip over two years ago, with the avowed intention of not returning until he had made a strike. The last heard of him was on March 10, 1896, when he left Fort Graham, Findlay River. It is now stated that about the end of February a party of rozming Sikinez Indians found Wrede's camp, but from appearances nothing had been touched for a long time. A search was made and the Indians eventually found the body. Wrede in cutting wood had cut his foot, and evidently either bled to death or died from exhaustion. The Indians buried him on the spot, taking the papers on the body, which fully identified him, to the Hudson Bay factory at Fort Graham, one hundred miles southeast. Wrede was a native of Germany. He came to this country many years ago and settled in Victoria, where he made considerable money in the hotel business.

CLOSING PRICES SAN FRANCISCO STOCKS. San Francisco, July 15, 1807.

Best & Beicher . 28
Bullion . 60
Caledonia . 67
Challenge Con . 37
Challenge . 44
Condents . 40
Con Cal & Va . 25
Con Imperial . 61
Crown Point . 18
Exchequer . 91
Gould & Curry . 22
Grand Prizs . 01 08 Oscidental Con. 11
(88 Ophir 61
37 Overman 60
82 Potosi 45
1,05 Savage 22
1,35 Sierra Nevada 82
01 Silver Hil 61
10 Standard 153
0 Union Con. 40
22 Utah Con. 40
Yellow Jacket 47



WOODBURY

BOY GOLFERS AGAIN BRAVE DEFEAT. THE ST. PAUL'S SCHOOL TEAM MAKES A PLUCKY FIGHT AGAINST ESSEX COUNTY.

Though defeated yesterday for the fourth the within two weeks nobody can say that the St. Paul's School golf team is not a sporty and clever little aggregation of players. With the exception of G. W. Brinley, one of the masters of the sch all of the members of the team are youngsters who have hardly had a year's experience at the game. Their school links are at Concord, N. H., but ity of New-York, they have arranged a series of matches with some of the strongest teams here

abouts. ers for the second time this season on the latter's inks at Orange, N. J. They were defeated by 19 to 2, not quite as successful a showing as in the previous meeting, when the score stood 14 to 2 against them. Against a seasoned team like that of Essex County, however, the result stands for creditable and consistent play. If it had not been for Brinley's wretched work against Watson, things would have worn a brighter aspect for the team. Brinley was trapped by nearly every bunker on the course, and was finally twelve down as a result of the match. T. H. Powers Farr, the club champion, was again off his game. On Wednesday he was defeated by Governor Griggs in the Paterson match, defeated by Governor Griggs in the Paterson match, and yesterday he allowed Granniss, the St. Paul's captain, to beat him by one hole. Granniss discaptain, to beat him by one hole. Granniss discaptain good of all through. He and Smith were the only visitors who scored. Smith played with Metcalf, who was shut out on the home green by a pretty ten-foot putt by his opponent, that left him one down. Austin Colgate was two up as a result of his match with L'Hommedieu, while Colby had no difficulty in defeating Pyne by five holes. Granniss made the best score of the day. Here is his card:

SUMMARY.

BALTUSROL WINS AT WESTCHESTER. There was an interesting match on the links of the Westchester Country Club yesterday between the Baltusrol golf team and a team of five from the home club. Toler and Bayard were on the visiting delegation, which won by a score of 14 to 1. Sands and Toler were paired in the matches, and the latter won by a narrow margin of one hole. Morgan and Leavitt were credited with the largest scores for Baltusrol, each wirning no less than six holes from his opponent. Kent was the only member of the Westchester side to score. The summary:

| BALTUSROL | COUNTRY CLUB. | P. Toler. | W. H. Sanda | H. M. Harriman. | H. Levitt. | G. J. B. Harriman. | H. M. Harriman. | W. Fellows Morgan | G. Joseph Harriman. | B. Hardwick | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | G. J. B. Harriman. | O. W. Kent | O. W. W. Kent | O. W. W. W. W 

GAMES OF THE 22D REGIMENT.

THE STATE CAMP GIVEN UP TO ATHLETIC SPORT

YESTERDAY AFTERNOON. State Camp, Peekskill, N. Y., July 25.-The camp this afternoon was the scene of the athletic games of the 22d Regiment Athletic Association, and much interest was manifested. The games took place on the parade grounds. About a thousand visitors were present. Colonel Franklin Bartlett was refered Lieutenant-Colonel King, Surgeon Beach and Adju-tant Hart were the judges. Captain Isherwood, of Company H, was starter. Captain Isles wood, we pany E, and Battalion Adjutant Treadwell were the timers. Major Thurston acted as announcer. The prizes were gold regimental pins. The events and

Ninety-yard dash-Won by P. J. Carlyy, of Company H. Ninety-yard dash—Won by P. J. Carley, of Company R. Time—6:10.

Wheelbarrow race—Won by J. G. Champion, of Company H. Time—6:23.

Two hundred-yard novice—Won by J. A. Siegel, of Company K. Time—6:22.

Ninety-yard hurdle—Won by P. J. Carley. Time—6:12.

Ninety-yard fact the control of Company I. Time—6:15.

Laughlin, of Company I. Time—6:15.

Ninety-yard fact in conse—Won by John H. Schauer, Ninety-yard fact in conse—Won by John H. Schauer, of Company H. Time—6:16.

Two hundred-yard dash (special for provisional batter) prize, a silver cup—Won by Private Fermana, of the 30th Separate Company. Time—6:22.

TAKE A PENNSYLVANIA RAILROAD CAB For the Fennsylvania Railroad's 33d Street-Station The service is prompt, comfortable and sconom-teal.